

Town of Lunenburg



Special Town Meeting

November 30, 2010

Financial Overview

Revenue Adjustments

Adjustment	Amount	Category
Prior Year Levy Limit	\$ 3,418.00	Raise & Appropriate/ Tax Levy
Prop. 2 1/2 increase	\$ 85.00	Raise & Appropriate/ Tax Levy
Certified New Growth	\$ 38,732.00	Raise & Appropriate/ Tax Levy
Excludable Debt	\$ 1,942.00	Raise & Appropriate/ Tax Levy
Cherry Sheet Revenue	\$ (47,749.00)	State Aid
Local Receipts	\$ 69,060.00	Raise & Appropriate/ Local Receipts
Certified Free Cash	\$ 239,841.00	Available Fund
Article 14, 5/1/10 ATM- Line 80	\$ 2,896.00	Budget Transfer
Article 14, 5/1/10 ATM- Line 13A	\$ 18,716.51	Budget Transfer
total:	\$ 326,941.51	

Financial Overview

Expenditure Adjustments

Adjustment	Amount	Category	
Article 1- FY10 Snow & Ice Deficit	\$ 51,100.02	Appropriated	
Article 1-2008 Ice Storm Deficit	\$ 143,591.49	Appropriated	
Article 4- Summer Street Alternatives Analysis	\$ 56,000.00	Appropriated	
Article 5- Police Special Detail Account	\$ 5,000.00	Appropriated	
Article 7- Purchase of Police Cruisers	\$ 48,000.00	Appropriated	
Paydown on Athletic Facility BAN	\$ 19,000.00	Appropriated, Article 1, STM 5/1/10	
Cherry Sheet Offsets	\$ (12,300.00)	Non-Appropriated	
State & County Assessments	\$ (1,695.00)	Non-Appropriated	
Choice Charter Assessments	\$ 18,245.00	Non-Appropriated	
total:	\$ 326,941.51		

Article 1- FY11 Budget Adjustment

- Deficits remaining

– FY10 Snow & Ice	\$ 51,100.02
– 12/08 Ice Storm	<u>\$143,591.49</u>
» Total:	\$194,691.51

- Revenue

– Free Cash	\$149,557.51
– Raise & Appropriate	\$ 42,238.00
– Budget Transfer	<u>\$ 2,896.00</u>
» Total:	\$194,691.51

Article 1- FY11 Budget Adjustment

- FY10 Snow & Ice Deficit

• Original Appropriation	\$200,000.00
• Total Expenditure	<u>\$316,382.48</u>
• Net	\$116,382.48

Covered within FY	<u>\$ 65,282.46</u>
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Net Deficit Remaining	\$ 51,100.02
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Article 1- FY11 Budget Adjustment

- December 2008 Ice Storm Deficit

• Original Appropriation	\$ 0.00
• Total Expenditure	\$ 1,093,981.94

• FEMA Reimbursement	\$ 823,174.45
• State Reimbursement to-date	\$ 127,216.00

• Remaining Deficit	\$ 143,591.49
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- Note: remaining deficit may be reimbursed by the State, but not in time for setting of FY11 Tax Rate

Article 2- IBPO [Police] Contract

- Pass Over
- No settlement

Article 3- Dispatcher's Union Contract

- Agreement covers 4 FT Dispatchers
- 3 year agreement, FY11, 12 & 13
- COLA 0%; 1.5%; 2%
- Provides Longevity at 2%/ 2.5%/ 3% at 10/15/20- only group that did not have longevity benefit
- Forego first right of refusal on OT for first 320 hours, beginning FY12

Article 4- Alternatives Analysis-

Summer Street Improvements

- Summer Street corridor is approx. 8,500 feet [1.61 miles] in length [inc. 3 communities]
- Pavement width varies from 32 feet wide in Leominster; to 60 feet wide in Lunenburg; to 45 feet wide in Fitchburg
- Pavement condition is poor, with longitudinal cracking and pavement failure
- Non-compliant sidewalk in Leominster; no sidewalks [or bike paths] in Lunenburg or Fitchburg

Article 4- Alternatives Analysis- Summer Street Improvements

- Drainage system is antiquated
 - Signage, guardrails and pavement markings are non-standard or missing
 - Curb cuts along the corridor are undefined and/or excessively wide
 - In short, the road is a disaster!
-
- Corridor could be a source of economic development if improved

Article 4- Alternatives Analysis- Summer Street Improvements

- Estimated improvement cost is \$6.5M, based upon conceptual design [pro-bono by VHB Engineering]
- About 70% of the roadway is in Lunenburg [\$4.55M]
- Project has been submitted to MassDOT and approved for Construction Funding
- Construction Funding comes from:
 - Federal Earmark
 - Federal Transportation Funding [passed thru to State and RPC's]

Article 4- Alternatives Analysis- Summer Street Improvements

- Project submitted to MRPC for inclusion in FFY2011 – 2013
- Project ranked 6 out of 24, but remains in the TIP Appendix
- Project will not be assigned a funding year until we begin Final Design
- Due to the anticipated size of the project, this project will most likely cross to funding years.
- Project will never get done without grant funding

Article 4- Alternatives Analysis- Summer Street Improvements

- Design fees for road improvement projects are typically 9 - 10% of estimated construction costs
- Estimated design fee is \$600,000 [70%, or about \$420,000 would be assigned to Lunenburg]
- Conceptual design based upon a number of assumptions, which directly impact project costs
- An Alternatives Analysis, which is a component of final design, would more clearly define the project costs. [may affect funding timetable]

Article 4- Alternatives Analysis- Summer Street Improvements

- Alternatives Analysis \$56,000 [Lunenburg only]
- Major components:
 - Field Reconnaissance
 - R-O-W research, traffic counts
 - Transportation Analysis & Assessment
 - Existing Conditions, Future Conditions [2020]
 - Develop 3 cross-sectional Improvement Alternatives
 - Streetscape Analysis & Assessment
 - Develop 3 Alternative Concept Plans
 - Prepare Final Concept Plan
 - Project Meetings

Article 5- Police Special Fund

- Fund authorized under MGL Chapter 44, Section 53C
- Different than other Revolving Funds [53E ½] in that:
 - Does **not** require annual appropriation
 - Can be “over-spent” in the amount of the appropriation
- \$5,000 appropriation requested
- Level of activity currently in this fund is \$150 – 300K
[large projects- gas pipeline; water & sewer lines]

Article 6- Lena Lane Acceptance

- Amend original vote taken to include “*or take by eminent domain deeds*”
- This will avoid a lengthy and costly title search

Article 7- Purchase of Police Cruisers

- **Brief overview of use of vehicles:** *24/7, numerous different drivers, all weather conditions
Emergency driving, quick starts & stops, Pursuit, idle time. 1 hour = 33miles*
- **The Timing of our purchase:** *Received information regarding build-out for future purchases of
the Crown Vic Police Cruiser Package.*
- **Understanding of the difficult fiscal times:** *Timing is everything.*
- **Support for request:** Board of Selectmen, Finance Committee, Capital Planning Committee,
Town Manager

Immediate Need

(2) Marked Patrol Vehicles

Make: Ford Crown Victoria

Model: P7B Police Interceptor
4 Door Sedan

Year: 2011

Approximate Cost W/O equipment = \$48K

Why **Now**?

- Ford Crown Victoria Police Interceptor is discontinued as of August 2011.
- Build out date is **March 1st 2011**.
- No firm date for direct replacement.
- Increased cost for new models and after-market parts.

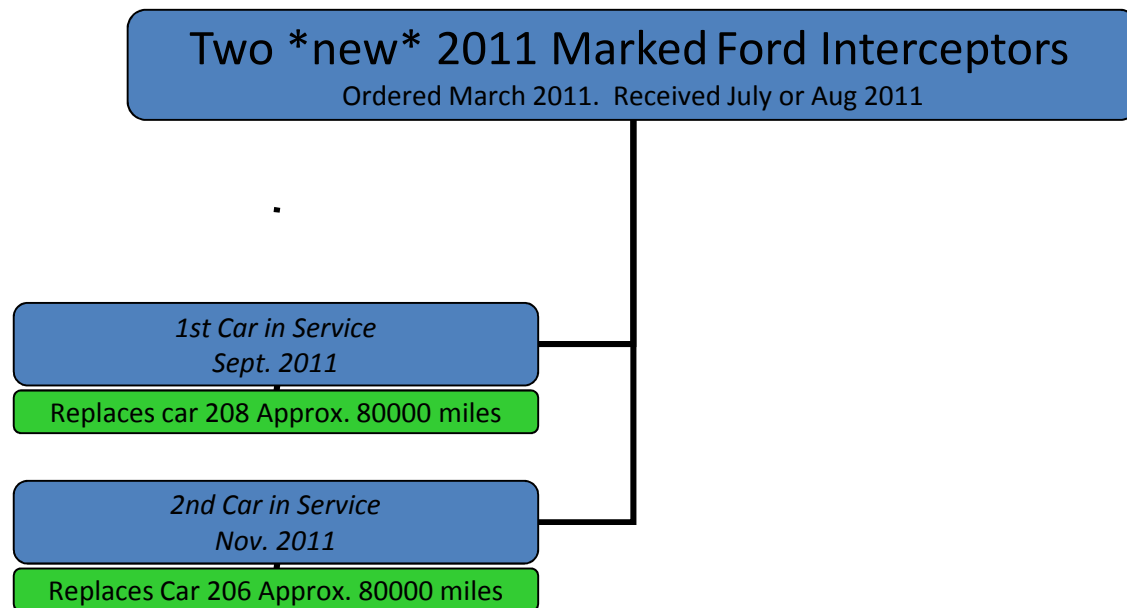
Why the Crown Victoria?

- Some existing parts are transferable.
- Replacement and aftermarket parts are readily available.
- No aftermarket parts yet available for new models.
- Best known solution to meet operational requirements and lifecycle cost in a rural setting.

Cost & Operational Benefits

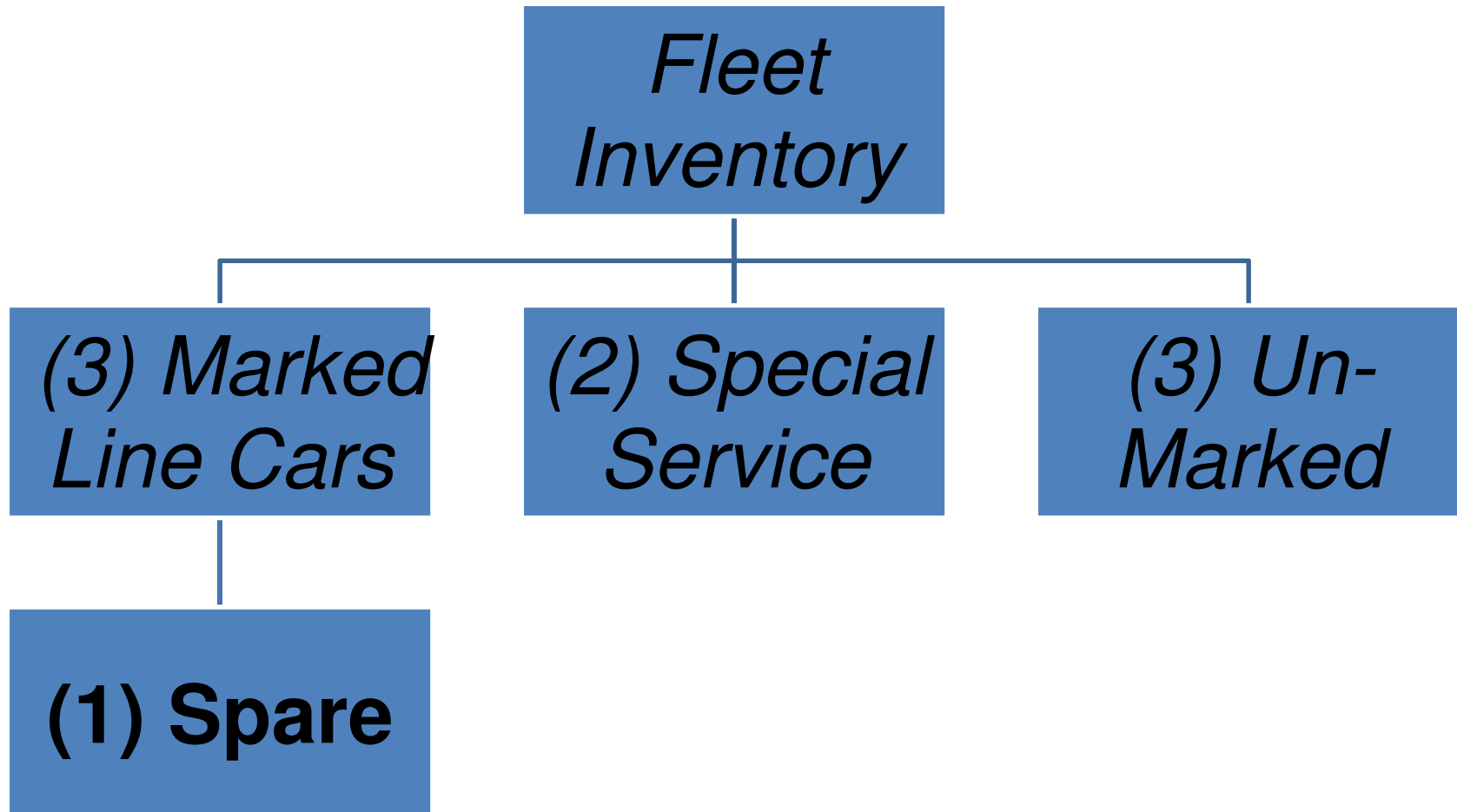
- Less expensive than projected new models.
- Benefit of two vehicles at 2010 dollars(\$) with no additional outlay in FY12 other than for equipment purchase.
- ***Ability to use or re-use parts in current inventory***
- No interruption of fleet service.
- Reduced maintenance costs first 36k miles.
- No additional Emergency Vehicle Operation training required.

Project Schedule



NO FUNDING NEEDED UNTIL
FY 13

Existing Police Fleet





Chief Sherwood Winchester
1955 Pontiac Police Cruiser

Article 8- OPEB Liability Trust Fund

Acceptance of M.G.L Chapter 32B Section 20 to establish a separate fund:

- Other Post Employment Benefits (OPEB) Trust Fund
- sets up the mechanism for future funding of post-employment healthcare and other benefits
 - Town has been required since 7/1/08 to quantify liability, but not required to fund any more than the Annual Costs [premiums] **FY09 = \$1,146,000**
 - In the future, the State may require the Town to fund the total Annual Required Contribution [premiums + value of future benefits earned] **FY09 = \$4,182,000**
 - Difference of \$3,036,00
- failure to adopt may increase future borrowing costs – (could have negative impact on bond ratings)

Article 9- Amend Sewer Service Map

- The property for Lunenburg Village [Whalom Road 40B] was left off of the original Sewer Service Area map
- Map must be revised to include this property which will be serviced by Town Sewer.

Article 10- Transfer/ Authorize Sale of Jones House

- Jones House property has been owned by the Town since 1945
- It has been used as residential rental property for most of that time [current tenants have resided there for 26 years]
- Has been listed in the National Register District since 8/24/88
- Historically significant- home of nationally-known horticulturist & botanist Luther Burbank [1849 – 1926]

Article 10- Transfer/ Authorize Sale of Jones House

- A wonderful property in very poor repair
- Historical Commission prepared a “Historic Structure Assessment Report- Conditions Survey & Summary” June 22, 2009

“The exterior condition of the structure is showing signs of advanced neglect and disrepair. It has areas where clapboards are missing and flashing is non-existent. The condition of the windows is extremely poor with glazing compound missing from a majority of the window panes. The exterior siding is showing advanced problems of decay due to a lack of regular painting...The conclusion is that the exterior surfaces are in a deteriorated condition and varying states of disrepair but overall it still is unique unto itself and has the potential to be rehabilitated to serve as a viable residence or other allowable use for a considerable time to come if remedial action is taken in a timely manner.

Jones House



Jones House



Jones House



Jones House



Jones House

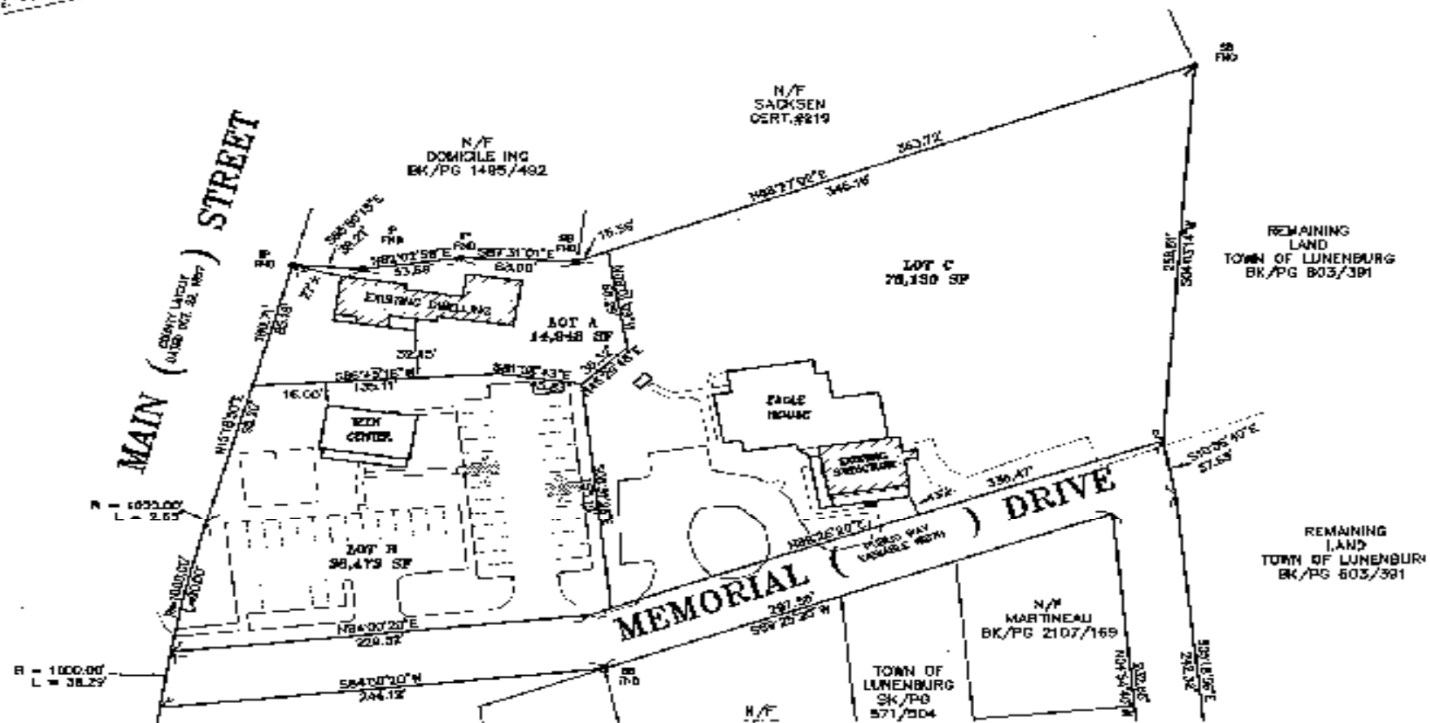


Article 10- Transfer/ Authorize Sale of Jones House

- Historical Commission's recommendations:
 - Town of Lunenburg is in no position to rehabilitate the building
 - Consideration should be given to alternative means to preserve and protect property
 - One plausible solution would be to offer the building for sale
 - Detailed list of bidding requirements and time expectations
 - Architectural Standards would be imposed on any proposed renovations
 - Historical Commission will assist in overseeing renovation

Article 10- Transfer/ Authorize Sale of Jones House

- Based upon the recommendation of the Historical Commission, the Board is seeking authorization to sell the property
- RFP will be finalized
- Successful bidder will be “qualified” to insure that he/ she is financial able to assume this project
- Will require that the property be preserved going forward

$$K^2 E_1 = H^2 \frac{1}{2} \frac{1}{2}$$


Article 11- Collection of Delinquent Sewer Use Charges

Acceptance of M.G.L Chapter 83 Sections 16A through 16F for collection of Sewer Rates

- gives the Town the ability to add delinquent sewer use charges to the real estate tax bill for the same property
- provides sewer enterprise with stronger collection tools available for real estate tax bills

Article 12- Disposition of Abandoned Funds

Acceptance of M.G.L Chapter 200A Section 9A for alternative Disposition of Abandoned Property

- provides simpler method for Town to process abandoned property (unclaimed checks)
- process begins after 1 year instead of 3 years
- Checks issued must bear upon its face the statement *void if not cashed within 1 year from date of issue*

Article 13- Long-Term Lease of Landfill Property

- Request is the result of an initiative of the Green Communities Task Force
- A potential exists to lease town-owned property to a private business for the construction of solar energy generating facilities, “solar farm”
- Solar farm will supply solar electric power to the Town
- Task Force identified the Landfill property as best option
- Long-term lease required to make this worthwhile [up to 25 years]
- No lease will be executed until after the BOS has a public hearing on any proposal

Article 14- Municipal Electric Aggregation

- Municipal Electric Aggregation is the method by which local governments can buy electric power on behalf of the consumers within their borders.
- Municipal Electric Aggregation is possible in MA due to the passage in 1997 of “An Act Relative to Restructuring the Electric Utility Industry” MGL Chapter 164, Section 134

Article 14- Municipal Electric Aggregation

- All municipal buildings currently purchase electricity through an aggregation program
- This program would allow all residences and businesses to participate in an aggregation plan as well [opt-out option]
- Unitil transmits power, but it does not generate power
- Unitil must purchase their supply
- State law requires Unitil to purchase on June 1 and December 1 each year

Article 14- Municipal Electric Aggregation

- Market is volatile; rates can vary day-to-day
- Unitil is “stuck” with the rate for 6-months
- In order to offer this option, the Town must prepare a plan to submit to the State for review & approval
- Under aggregation, the Town, through it's consultant- Colonial Power Group- will go out to market, according to the approved plan

Article 14- Municipal Electric Aggregation

- Town will only offer rates that are more competitive than what Unitil is offering
- If we can't get a better deal, we won't offer anything
- No noticeable change to consumer
- Still one bill from Unitil

Article 14- Municipal Electric Aggregation

- Process
 - Step 1: Feasibility Study [completed 9/10]
 - Step 2: Declare Intent to Aggregate
 - Step 3: Prepare Aggregation Plan
 - Step 4: Local Public Hearing on Aggregation Plan
 - Step 5: Submit Plan to DOER & DPU
 - Step 6: State Public Hearing on Aggregation Plan
 - Step 7: State Approval
 - Step 8: Procure Electricity